



King County International Airport (KCIA)

Airport Roundtable

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Agenda

- Introduction
- What is an Airport?
- Governance
 - Federal
 - Local
- Planning
- Funding
- Regulations
- How does the Public fit in?
- Q & A



Airport Mgmt degree UND
Professor 29 years

Consultant – ADK
Executive Search

Worked in Airport
Operations at DTW and
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AAAE Academic Dean &
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Past Chair of Academic
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• Author of 11
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Kim Kenville, PhD, CM

What is an Airport?



Airports in the US



- Began in 1920s as a necessity to support US Mail & Military (still exists today)
- Must be owned at the local level of Government (America!)
 - Promote development and stability = **SAFETY!**
 - Civil Airways
 - Navigational Facilities
- WWII Congress allocated \$5M for Airports – 986 built and 500 surplus
 - National Airport Plan
 - Local Govt Ownership after War Asset transfer



- **General Aviation** – civil aircraft operations ranging from small single engine, multiengine, jet operations ~ everything EXCEPT Military and Air Carrier (airlines)
 - Flight schools
 - Personal flying
 - Agriculture
 - Medical
 - Light Sport Aviation (LSA)



- **Business/Corporate Aviation** – referred as General Aviation, uses a variety aircraft from small single engine to large jets that can span continents
 - Flight departments
 - Charter operations
 - Fractional ownership (NetJets, Citation Shares, FlexJet, DayJet)



Types of Airport Operations

Airport Ownership/Governance

If you've seen one airport, you've seen one airport....

City Ownership

- Reports to the Mayor, Council, City Manager, or Commission
 - May have an Advisory Board

County Ownership

- Reports to Commission, County Executive
 - May have an Advisory Board

Authority or Commission

- Needs authorizing State Legislation
 - Has an Authority Board

State Owned

- Commission, Incorporated by the State

Private

- A private person owns it



Congress writes legislation/laws for the FAA to carry out, regulate, and oversee civilian aviation

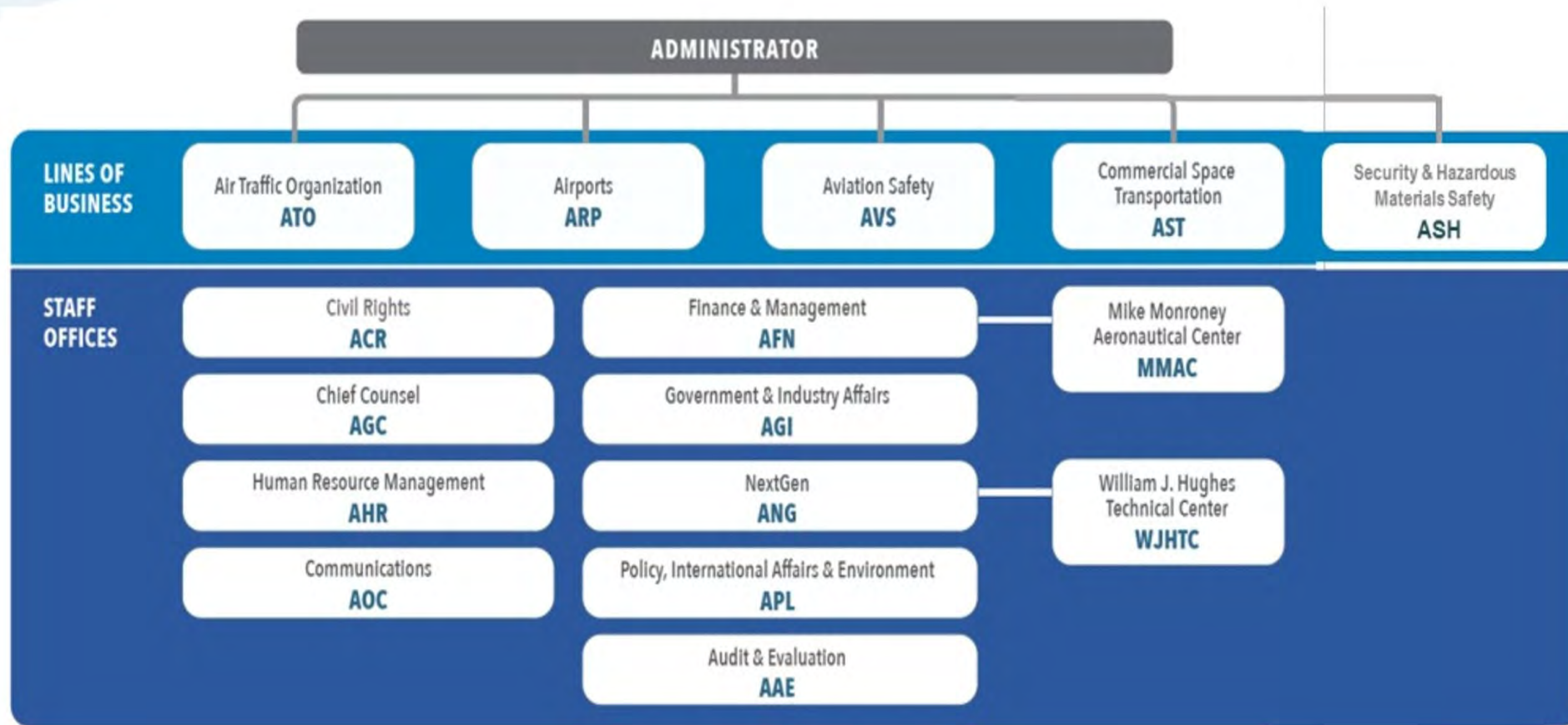
- Code of Federal Regulations
- Pilots, Airports, Mechanics, Air Traffic Control, UAS/UAV, Commercial Space Transport

As public-owned, public-use airports, we must abide by many laws and regulations enacted by Congress

- ✓ Planning – National Plan of Integrated Airport Systems (NPIAS)
- ✓ Funding – Aviation Trust Fund and the Airport Improvement Program (AIP)
 - ✓ Grant Assurances
- ✓ Safety

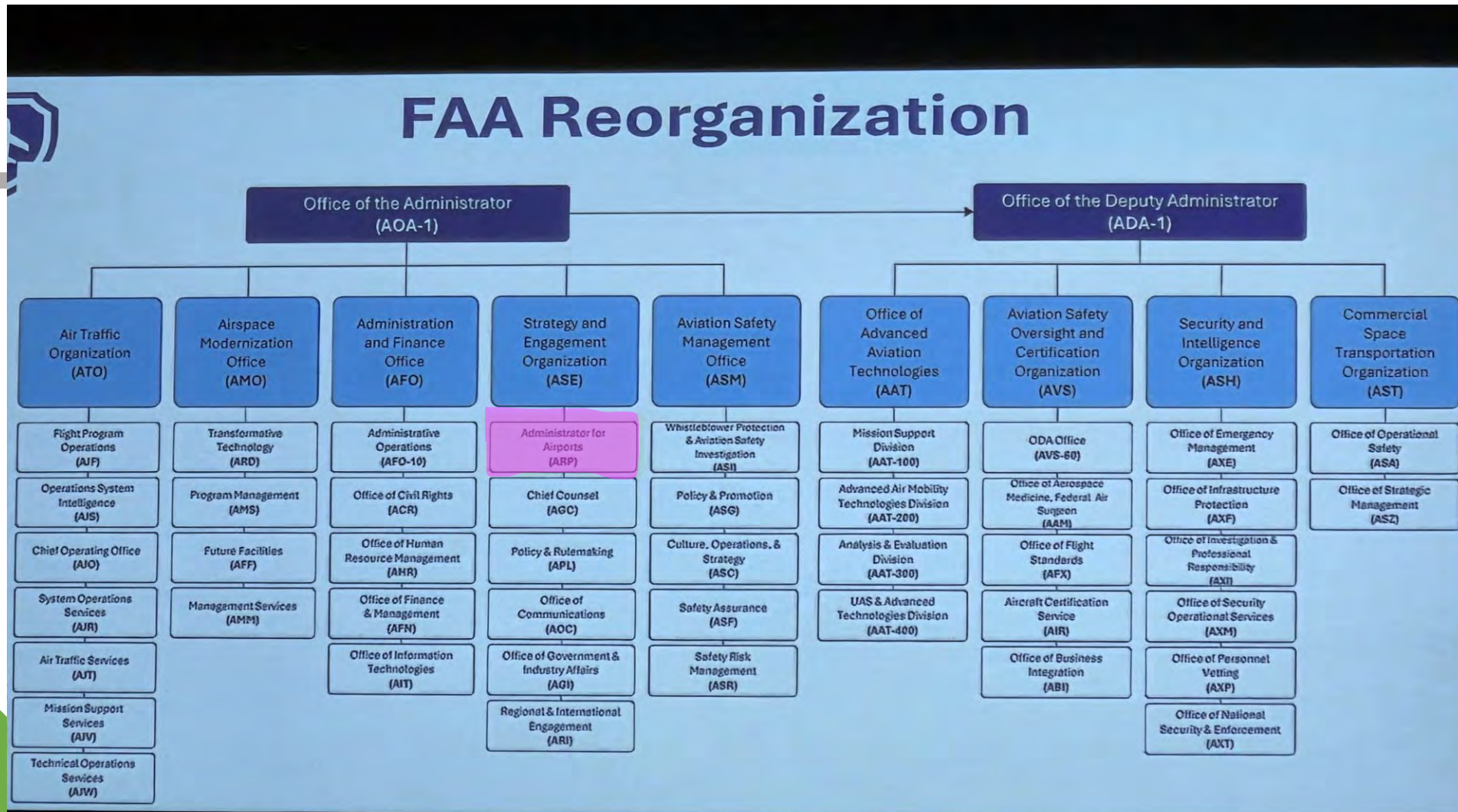


Federal Aviation Administration (FAA)



Oftentimes, issues will span several areas (Lines of Business) at the FAA, which adds complexity to the problem and the solution. Some issues can be resolved locally or at the regional level (9), while others go to Headquarters (HQ). The FAA recently reorganized (2026).

New Org Chart – FAA Headquarters (HQ)

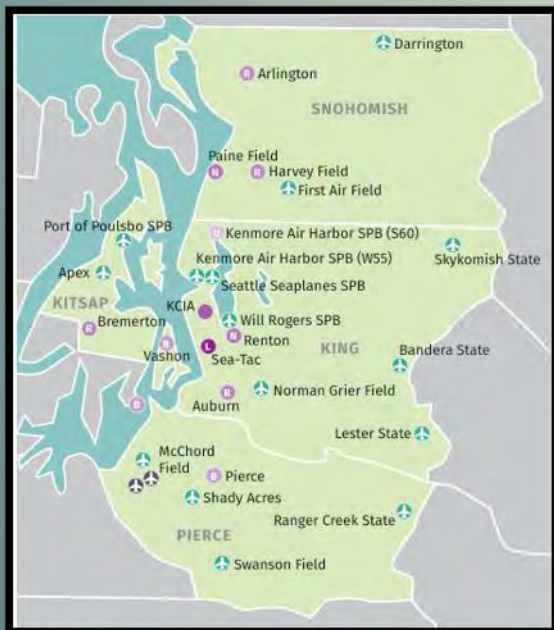


- FAA is divided into Regional offices **NW Mountain** and Airport District Offices (ADO)
- KCIA is under the **Airport District Office (ADO)** in Des Moines, WA
- Each State has its own Aviation/Aerospace Divisions, usually part of the State DOT
- Washington DOT – WSDOT Aviation



FAA Regions

**National Plan of
Integrated Airport Systems
(NPIAS)
2025-2029**



Levels of Planning



King County International Airport
Vision 2045 Airport Plan

Projects, Funding and Rules!

- All FAA-funded projects are required to be vetted by--
 - Eligible Airport (NPIAS)
 - Justified through Planning
 - Master Plan and Airport Layout Plan (ALP)
 - Environmental (NEPA)
 - Eligible Project (FAA)
 - Safety
 - Airfield

Examples of Eligible Versus Ineligible AIP Projects

Eligible Projects	Ineligible Projects
Runway construction/rehabilitation	Maintenance equipment and vehicles
Taxiway construction/rehabilitation	Office and office equipment
Apron construction/rehabilitation	Fuel farms*
Airfield lighting	Landscaping
Airfield signage	Artworks
Airfield drainage	Aircraft hangars*
Land acquisition	Industrial park development
Weather observation stations (AWOS)	Marketing plans
NAVAIDs such as REILs and PAPIs	Training
Planning studies	Improvements for commercial enterprises
Environmental studies	Maintenance or repairs of buildings
Safety area improvements	
Airport layout plans (ALPs)	
Access roads only located on airport property	
Removing, lowering, moving, marking, and lighting hazards	
Glycol Recovery Trucks/Glycol Vacuum Trucks** (11/29/2007)	

Money Flow

Money is collected through the Trust Fund and the general tax fund



Only airports in the NPIAS are eligible to receive AIP funds

The FAA distributes the money to the airport operators in each state, with one exception. **Block-grant states** will receive a block of AIP money for distribution to non-primary, GA and GA reliever airports (these are the block grant states, but they are not testable: GA, IL, MI, MO, NH, NC, TX, PA, TN, WI)

How much money is collected will determine the amount of discretionary funds available

Type of Grant Funds

Airports are entitled to a certain amount of AIP funding each year, based on passenger volume. If their capital project needs exceed their available entitlement funds, then the FAA can supplement their entitlements with discretionary funding.

- Funds are derived from the 1970 Aviation Trust Fund
- Congress must authorize and appropriate the collection and use of Funds
- NPIAS Airports – Airport Improvement Program (AIP) Grants
 1. **Entitlement**
 1. Primary Commercial Service based on Passenger Boardings (formula) (\$1M and goes up)
 2. GA & RL Airport amount is static (\$150,000 - \$800,000)
 2. **Discretionary** – entitlement turnback and FAA discretion
 3. **Cargo Apportionment** (1 million pounds of landed weight)
 4. **Set Asides** – pet projects

Grant Money (AIP)

- **AIP Grants are U.S. Federal Aviation Administration (FAA) funds that support airport infrastructure projects such as runways, taxiways, lighting, signage, and planning.**
- As an example –
 - An Airport can purchase a snowplow BUT not the fuel or Labor
 - An Airport can pave a Runway, BUT not the ongoing maintenance to support it.

- AIP funds can be used for:
 - Runway and taxiway construction/rehabilitation
 - Safety and emergency equipment – *required by regulation*
 - Airport planning and environmental studies
 - Apron and hangar development (in eligible cases)
 - Weather and surveillance equipment
Airports receive annual entitlement funds based on passenger volume, with discretionary funds available for additional needs.
- **You can buy the asset/build the infrastructure – but not fund the operation of it.**

Rules!

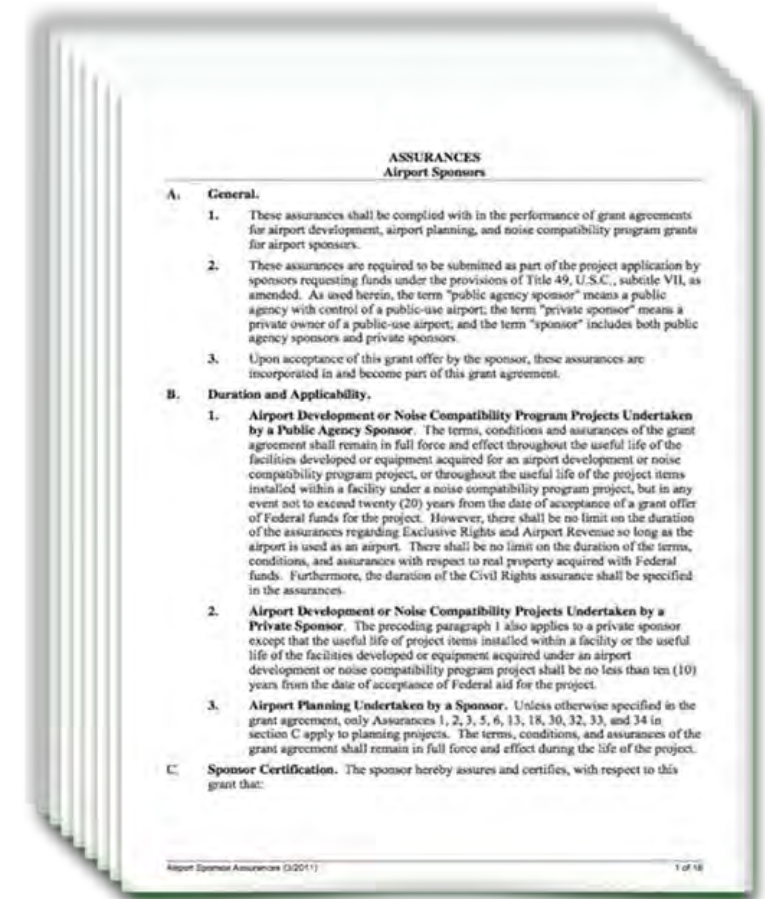
What Are the Obligations for Accepting AIP Funds?

Airports sponsors who accept a grant offer are also accepting conditions and obligations associated with the [grant assurances](#). These include obligations to operate and maintain the airport in a safe and serviceable condition, not grant exclusive rights, mitigate hazards to airspace, and use airport revenue properly.

Grant Assurances

There are over 35 Federal laws, 10 Executive Orders, 24 Federal Regulations, and 40 Grant Assurances.

[Airport Improvement Program Grant Assurances for Airport Sponsors, April 2025](#)

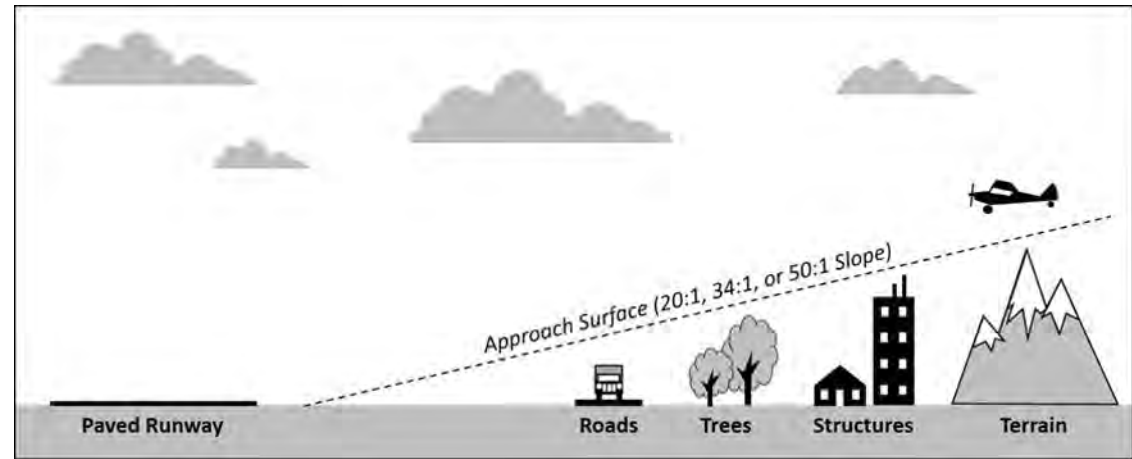


Grant Assurance – Highlights!

- Preserving Rights and Powers as an Airport
 - Aerial approaches, land use
- Consultation with Users, Local Interest, Public Hearings, MPOs
- Operation and Maintenance
- Hazard Removal and Compatible Land Use
 - FAR Part 77
- Exclusive Rights & Economic Non-Discrimination
- Revenue Diversion, Fee, and Rental Structure
 - Earned on the airport – Stays on the Airport!
 - Rates and Charges (FMV)
 - Self-Sustaining
- Airport Layout Plan (ALP)
- Civil Rights, DBE
- Qualifications-based Engineering, Planning and Design Services



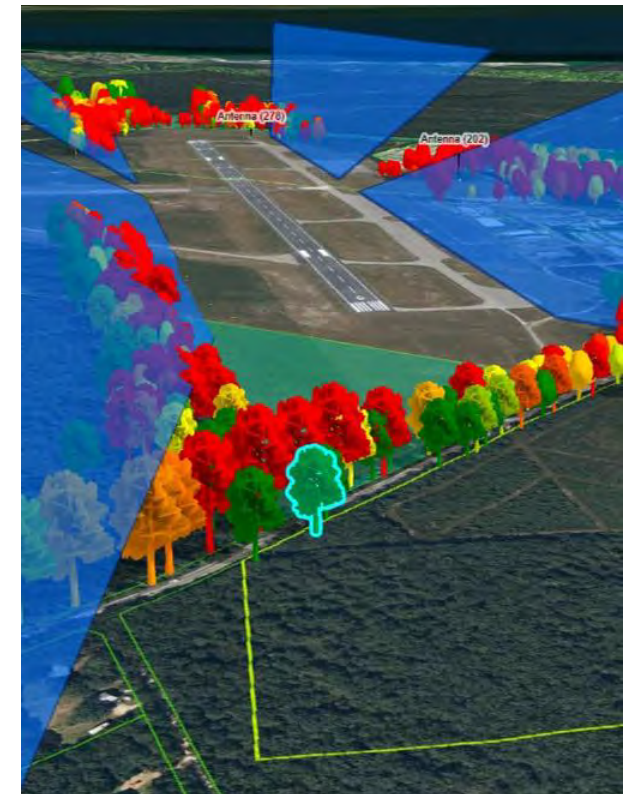
Regulations!



Part 77: Objects that affect Navigable Airspace

- FAA requires all NPIAS airports to reduce or remove any obstructions to navigable airspace
 - Purchase land, work with landowners, use planning and zoning regulations

THE PROTECTION OF AIRPORT AIRSPACE FROM ENCROACHMENT IS CONTINGENT UPON THE LOCAL GOVT. THE FAA PROVIDES GUIDANCE, BUT ENFORCEMENT LIES WITH THE LOCAL AIRPORT/CITY



FAR Part 139



- Airport Certification Manual (ACM) – requires FAA approval
- Self-Inspection Protocol
- NOTAMs – Notices to Airmen
- Airport Emergency Plans (AEP)
- Crisis Communications Plans
- NIMS/ICS compliance (FEMA)
- Aircraft Rescue and Fire Fighting (ARFF)

- Snow and Ice Control Plan
- Pavement Management Program
- Training and Record-Keeping System
- Aircraft Fueling
- Irregular Operations Plan
- Wildlife Assessment and Mitigation
- Safety Management Systems (SMS)
 - Air carrier and some Int'l Airports



Public Participation

An airport is a public entity (ownership) and receives public money (Aviation Trust Fund); therefore, the public is afforded the opportunity to participate.

Grant Assurances

#6 Consistency with Local Plans

#7 Consideration of Local Interest

#8 Consultation with Users

#9 Public Hearings

#10 Metropolitan Planning Organization



Future Issues?

- **UAS/UAV/RPA/Drones/AAM/UAM**
- **Pilot shortages/up-gauging aircraft**
- **Electric Aircraft/Hydrogen Aircraft**
- **Fuels**
- **Environmental Regulations**
- **Recreational aviation activity**
 - Changing demographics
 - Costs to engage
- **Workforce Challenges**
 - Work from home
- **System Sustainability**

Questions & Thank you

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